The Government has taken the following steps to improve the financial position of D.T.C.:—

1. Introduction of Voluntary Retirement Scheme in order to reduce its surplus staff.
2. Reduction in manpower ratio.
3. Ban on recruitment.
4. Realistic balance of loss making and profit earning routes being made on continuous basis.
5. Grant of additional funds to bring on road about 1000 buses lying idle for minor repairs etc.

Four Laning of Cuttack-Bhubaneswar Section of National Highway

1613. SHRI RAHASBIHARI BARIK: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there has been an inordinate delay in four laning the Cuttact-Bhubaneswar section of Howrah Madras National Highway;

(b) if so, the reasons therefor;

(c) the fund allocation made by the Central Government or World Bank for that Project so far; and

(d) the steps given to expedite the completion of four laning work of that project?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No. Sir.

(b) Does not arise.

(c) The work is approved for Rs. 218.412 crores. Allocation of fund for the project is as follows:

Year	(Rs.in crores)
1994-95	21.50
1995-96	32.00

The work is in progress and is scheduled for completion by August, 1998.

Extradition of LTTE Chief

1614. SHRI VIRENDRA KATARIA:
SHRI GOVINDRAO ADIK:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there exists an extradition treaty between India and Sri Lanka;

(b) if so, whether Government of India has made a formal request to Sri Lanka Government through diplomatic channel for extradition of LTTE Chief Velupillai Prabhakaran, who is wanted in both the countries for murders and other crimes;

(c) if no such treaty exists, whether Government are considering to have such a treaty with Sri Lanka Government or there exists other arrangements by which this extradition can be done; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHID): (a) to (d) No, Sir. Though we have no Extradition treaty, we have an extradition arrangement with Sri Lanka by virtue of the extension of Extradition Act, 1962 to Sri Lanka vide Gazette Notification No. GSR 434(E) dated 17.8.1978 and the extension of Sri Lankan Extradition Law of 1977 to India vide Sri Lankan Gazette Notification No. L.D.—B. 6/77 dated 2nd June, 1977. This arrangement provides the legal basis for securing extradition of fugitive offenders from Sri Lanka.

The High Commission of India in Sri Lanka on June 3, 1995 formally handed over to the Government of Sri Lanka three separate requests from the Government of India along with supporting documents for the apprehension and extradition of (1) V. Prabhakaran, leader of the LTTE, (2) Pottu Omman @ Sivasankar, Chief of Intelligence of the LTTE and (3) Akila @ Akila Akka, Deputy Chief of the Women's Intelligence Wing of the LTTE, accused in case No. RC 9(S)91/SCB Madras (C.C. No. 11/1992) relating to the assassination of Shri Rajiv Gandhi, former Prime Minister of India and others at Sriperumbudur near Madras on 21.5.1991 to stand trial in the Designated Court-I at Poonamallee, Madras.

Removal of subsidies on rail travel

1615. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the World Bank has in its report

recommended removal of subsidies on rail travel;

(b) if so, the details of the report submitted by the World Bank alongwith other important observations/recommendations;

(c) what is the reaction of Government thereto;

(d) the details of action taken/proposed to be taken thereon;

(e) what are the uneconomical routes and whether Government are considering privatisation of the same; and

(f) the details of steps proposed to make these routes commercially viable?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d) Yes, Sir. The World Bank in its report on "India Transport Sector — Long Term Issues" has suggested to do away with various subsidies as it would become difficult for the Railways to absorb this burden in coming years through cross-subsidisation. These are only suggestions and Government has no such proposal to implement these recommendations.

(e) A list of branch lines found uneconomic during 1993-94 is attached as Statement. (*See* below). There is no proposal for privatisation of these lines at present.

(f) In order to curtail operating expenditure on such lines and reduce losses, various economy measures are taken by the Railways, viz. reduction in staff by down-grading stations into contractor operated halts, introduction of "one engine only" system, curtailment of train services, issue of passenger tickets by checking staff/Booking Clerks on trains, dismantling of sidings/signalling equipments, etc.

Statement

List of Uneconomic Branch Lines for 1993-94

1. Daund — Baramati
2. Ait — Konch
3. Gwalior — Sheopur — Kalan
4. Dholpur — Tantapur — Sirmutra
5. Gwalior — Bhind
6. Neral — Matheran
7. Pachora — Jamner
8. Miraj — Kurduwadi — Latur
9. Panvel — Uran
10. Bakhtiyarpur — Rajgir
11. Bhimgarh — Palasthali
12. Barasat — Hasnabad
13. Shantipur — Nabadwipghat
14. Tinpanar — Rajmahal
15. Bhagalpur — Mandar Hill
16. Baruipur — Lakshimkantpur
17. Jamalpur — Monghyr
18. Sonarpur — Canning
19. Dildarnagar — Tarighat
20. Batala — Kadian
21. Garhi — Harsaru — Farukhnagar
22. Verka-Dera Baba Nanak
23. Pipar Road — Bilara
24. Samdari — Munabao
25. Kalka — Shimla
26. Pathankot — Jogindernagar
27. Raja-ka-Sahaspur — Sambhal Hatim Sarai
28. Makrana — Parbatsar
29. Phagwara — Jaijon Doaba
30. Raniwara — Bhildi
31. Ratangarh — Sardarshehr
32. Dalmau — Daryapur
33. Barmankhi — Bihariganj
34. Sakri — Jayanagar
35. Narkatiaganj — Bagaha
36. Narkatiaganj — Bhikantori
37. Kaptanganj — Chittauni
38. Salempur — Barhaj Bazar
39. Indara — Dohrighat
40. Mankapur — Katra
41. Anandnagar — Nautanwa
42. Gainsari — Jarwa
43. Dudwa — Chandanchowki
44. Dudhwa — Gauriphanta
45. Mathura — Vrindaban
46. Mandhana — Brahamvart
47. Thanabihpur — Mahadeopur Ghat
48. Jhanjharpur — Laukaha Bazar
49. Bichia — Tikunia
50. New Jalpaiguri — Darjeeling
51. Katihar Manharighat
52. Katihar — Jogbani
53. Old Malda — Sinhabad
54. Barsoi — Radhikapur
55. Alipurduar — New Gitaldah Bamabhat
56. Rangapara — North Tezpur
57. New Mal — Domohari
58. Fakiragram — Dhubri

59. Karimganj — Mahisashan
60. Baraigram — Dullavcherra
61. Simalugiri — Naginimara
62. Mariani — Jorrahat Niamati
63. Makum — Dangari
64. Simalugiri — Moranhat
65. Chaparmukh — Silghat
66. Katakhal — Lalabazar
67. Shoranur — Nilambur
68. Tiruturaipoondi — Point Calamere
69. Mettupalayam — Udhagamandalam
70. Madurai — Bodinayakanur
71. Chickjajur — Chitradurg
72. Yelahanka — Bangrapet (Bangalore City)
73. Tirunelveli — Tiruchandur
74. Sagara — Talaguppa
75. Villupuram — Pondicherry
76. Bangarapet — Marikuppam
77. Hospet — Kotturu
78. Jankampet — Bodhan
79. Bellary — Rayadurg
80. Gunda Road — Swamihalli
81. Alnavar — Dandeli
82. Gudivada — Machilipatnam
83. Nawapada — Gunupur
84. Rupsa — Talbundh
85. Purulia — Kotshila & Ranchi — Lohardaga
86. Raipur — Dhamtari
87. Satpura Railways
88. Tata-Badampahar
89. Bondamunda-Nawgaon-Purnapani
90. Kanhan — Ramtek
91. Khurda Road — Puri
92. Tumsar — Tirodi
93. Billimora — Waghai
94. Chhuchapura — Tankhala
95. Kosamba — Umarpada
96. Jhagadia — Netranj
97. Chorenda — Motikoral
98. Semni — Dahej
99. Godhra — Lunawada
100. Dabhoi — Timba Road
101. Broach — Jambusar — Kavi
102. Chota Udaipur — Jambusar
103. Chanded — Malsar
104. Ankleshwar — Rajpipla
105. Nadiad — Kapadvanj
106. Nadiad — Bhadran
107. Gandhidham — New Kandla
108. Malvi Junc. — Bari Sadri
109. Sihor — Palitana
110. Mahsana — Taranga Hill
111. Himmat Nagar — Khed Brahm
112. Borvivadtal — Swami Narayan
113. Anand — Cambay
114. Rajula Jn. — Rajula City
115. Pranchi Rd. — Kodinar
116. Talala — Delvada

Change of Platforms of Scheduled Trains

1616. SHRI JALALUDIN ANSARI: Will the Minister of RAILWAYS be pleased to state:

(a) the details with name of the trains in respect of which platforms were changed even after fixing up the berthing of trains at New Delhi station during the last one year date-wise;

(b) whether any difficulty was faced by the passengers due to the change of platforms; and

(c) the details of complaints received from the passengers in this regard during the last one year and action taken thereon?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) New Delhi, one of the busiest stations on Indian Railways handles over 170 Mail/Express and suburban trains daily. Even through trains have a scheduled berting, the berthing, programme gets changed due to late running, detention outside station on account of alarm chain pulling and various other operational exigencies at the station. Thus the actual availability of vacant platforms determines the nomination for a train and this is normally not changed further. Such operational flexibility for handling trains is essential at a Junction Station which handles a large number of trains. Change of platforms is an operational feature and hence the same is not documented. Passengers are always advised through public address system of the platforms on which trains are to be handled so as to avoid inconvenience or complaints.

(c) No complaints regarding the difficulty faced by passengers due to changing of platforms at New Delhi station was received during the last one year.

Norms/Guidelines for construction of express ways

1617. SHRI BHUPINDER SINGH MANN: Will the Minister of SURFACE TRANSPORT be pleased to state: